

Response

T15 - Diane Loriana (Cont.)

DOT/NORTH/SOUTH FREEWAY

1 So if we had a good connection through
2 Argonne, up acrossed Bruce Road, in that area, connecting
3 to the Newport Highway and 395, that might be a solution.

4 Are you actually answering questions tonight?
5 Could I hear why we haven't gotten a presentation on
6 that? I mean, isn't that an alternative?

7 MR. LENZI: Just taking comments, questions.
8 We're not responding.

9 THE WITNESS: So you're not responding?
10 I would like to propose that.

11 MR. WHITE: The responses will be addressed
12 in the Final Environmental Draft Statement and will be
13 considered in the decision.

14 THE WITNESS: When is the Environmental
15 Impact Statement going to be issued?

16 MR. WHITE: The final, we'd like to try to
17 get that as soon as this spring.

18 THE WITNESS: Okay. Thank you.

19 MR. STIER: And for those people who couldn't
20 hear, the response comments and questions will be
21 answered in the Final Environmental Impact Statement,
22 and this is an opportunity for you folks to give your
23 input, and your input will be addressed.

24 At this point, that's all the cards I have of
25 requests to speak, and we certainly will recognize people

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Response

T16 - Walter Knopp

1. Comments noted.

DOT/NORTH/SOUTH FREEWAY

1 now, as we ask you to do. You're welcome to come up.

2 Please state your name and address, sir.

3 THE WITNESS: Good evening, everybody, ladies
4 and gentlemen, and members of the Department of
5 Transportation.

6 MR. STIER: State your name and address.

7 THE WITNESS: I'm sorry. My name is Walter
8 Knopp, K-N-O-P-P, P.O. Box 24, Colbert, Washington,
9 99005.

10 I have 33 acres of commercial property along
11 Newport Highway. I run a taxidermy business out of this
12 location. I started taxidermy in Spokane in 1952. I've
13 had a good rapport with the Department of Transportation
14 over the years, and I'm here tonight to support this
15 project very strongly.

16 I feel the DOT would have built us a
17 beautiful North/South Freeway, I don't know when that
18 come up, 20, 25 years ago, when there was funding in
19 place, had the public, had the citizens of Spokane been
20 behind the project.

21 Now we still have to get clogged up on what I
22 call the gauntlet of traffic lights on Division. And
23 since the Nevada couplet has been put in, this is the new
24 arterial, this has been a real life saver, but it's
25 really not the answer.

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T16

Response

T16 - Walter Knopp (Cont.)

DOT/NORTH/SOUTH FREEWAY

1 I've heard a lot of comment here tonight on a
2 beltway. It appears like most of these people are not
3 aware that the county has already done preliminary work
4 on a beltway.

5 And I've had the opportunity over the last
6 several years to travel to many parts of the United
7 States. I've driven north and south. I've driven from
8 Colton, Maine, to Keywest on Highway 95. I've driven on
9 Route 10 from Orlando, Florida, to Los Angeles. I've
10 driven on Highway 5 through San Diego to Seattle, and
11 many many other freeways. I could go on and bore you to
12 death.

13 But I will tell you that in my opinion the
14 United States is the greatest country in the world. I
15 think everybody here tonight will agree to that. There
16 are certain things that make the United States the
17 greatest country and why it has the largest gross
18 national product, and one of the important things is the
19 best transportation system in the world.

20 I am sure if there was funding in place
21 you would see more beltways, more freeways. And this is
22 what it takes, funding.

23 And a lot of people are -- There's been a
24 little discussion here tonight on why all this traffic is
25 going through town. Most of the subdivisions now are in

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Response

T16 - Walter Knopp (Cont.)

DOT/NORTH/SOUTH FREEWAY

1 the suburban areas. Most of the people work downtown.
2 There's your answer.

3 But anyway, again, I want to repeat that I
4 strongly support this North/South Freeway and I want to
5 commend the remarkable work that the DOT has done with
6 all this preliminary planning.

7 I know that many people will be very upset
8 because of the ^{relocations} ~~three locations~~ necessary and the
9 condemnation of many parts of the routing.

10 I might say that my 33 acres on the Newport
11 Highway is right smack in the middle of the south option.
12 And this may sound kind of crazy, but I don't care if
13 it goes through the property. The way I look at it, if
14 half of the property is used for this routing the
15 remaining half will probably be worth 10 times more
16 because everybody travels on the freeway.

17 Right now the hottest real estate in Spokane
18 County is on the I-90 corridor. If you can't get to a
19 business it won't help.

20 But anyway, I don't want to take up too much
21 time here, but I do want to end up by saying I very
22 strongly support this concept and it's way way overdue,
23 and I'd like to wish the DOT lots of luck in this
24 project. Thank you.

25 MR. STIER: We'll wait for the court reporter

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Response

T17 - Tom Peters

1. See Beltway/Bypass section of the FEIS.

DOT/NORTH/SOUTH FREEWAY

1 to change her tape.

2 (Off the record.)

3 MR. STIER: I saw some more hands. Come

4 on up, sir. State your name and address, please.

5 THE WITNESS: My name is Tom Hagers, and I

6 live at ^{East} 11404 Laurel Road off of Chatteroy Road, between

7 Chatteroy and Elk, more or less.

8 I drive into town every day, and to me it

9 seems like most of the trip is very beautiful and then

10 you spend the last five or six miles on Nevada or

11 Division fighting the stop-and-go traffic. So for me a

12 freeway would be very expedient.

13 I used to live on the north side near

14 Northtown on North Stevens, and they voted against the

15 freeway about 15 years ago and I'm sorry they did.

16 It seems to me that you've got about three

17 different problems here. One is the whole north side

18 where people have to get to the freeway from the north

19 side. And the other is the urban sprawl where people

20 need to get to town from north of the presently developed

21 city.

22 If I get close to this thing you can hear me,

23 probably.

24 Third is the regional transportation by

25 way of Newport and Kettle Falls, and the development of

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T17

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Response

T17 - Tom Peters (Cont.)

2. Comments noted.

DOT/NORTH/SOUTH FREEWAY

1 that area and the future prosperity of that area I think
2 that what's needed is a beltway.

3 I think perhaps -- I mean, we really need to
4 connect I-90 with the airport, with the northwest side,
5 Suncrest and the north side. And probably the easiest
6 way to get the beltway through that area would be just to
7 tunnel under Five Mile and just let it go at that.

8 But we really want something where people
9 from the north side can access out quickly to the
10 freeways. And I think what's in that respect we really
11 need the Market Street route rather than the Havana
12 route.

13 I think I heard on the television the other
14 day, they did a study and the average American spends two
15 hours a day with the remote control on their television,
16 so think of the people and hours wasted there.

17 Well, if people have to drive that extra mile
18 and you multiply that times a thousand people every day
19 to get from the north side to the Havana freeway, I
20 think it's going to be a problem.

21 I think we want that freeway closer to the
22 population center on the north side, and I really think
23 we need a beltline to access the airport and points west
24 and the community college and Suncrest, and, like I
25 say, the northwest Spokane.

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Response

T17 - Tom Peters (Cont.)

DOT/NORTH/SOUTH FREEWAY

1 When you think about the number of hours
2 people thrash around on the north side every day, it's a
3 tremendous human time waste. I mean, we always talk
4 about money as an irreplaceable resource. But actually,
5 we all run out of time in this world before we ever run
6 out of money, and I think it's real important to note
7 that.

8 So I would recommend a more ambitious
9 project.

10 Years ago when I first moved out to the
11 country there was a rail line running on the Newport
12 Highway beyond the Little Spokane River. And they took
13 that out, and maybe there was a missed opportunity for
14 mass transport.

15 But I don't think you're going to separate
16 the American from his car. I think it's very convenient.
17 The complete freedom of movement wherever you want to go
18 is very hard for people to give up, and I think we're
19 locked into it.

20 And I think the carbon monoxide problems and
21 things like that are going to need to be addressed by the
22 super car or the electric car or something. Not by -- I
23 think down the line fifty years from now we have to
24 change our lifestyle. We're going to have to have
25 different options. We can't explore our lifestyle with

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Response

T18 - Chris Herd

DOT/NORTH/SOUTH FREEWAY

1 the whole rest of the world and have everybody using as
2 much energy as we use.

3 But the immediate problems of the cities that
4 are there and the cities that are growing are going to
5 require freeways as the solution. Thank you.

6 MR. STIER: Thank you. Anymore hands?
7 Right there.

8 THE WITNESS: Chris Herd, 2417 East Fifth.
9 We're right off of the I-90 and Altamont area. We also
10 live out in Deer Lake. Therefore, we're very familiar
11 with all of this area that we're talking about tonight.

12 We come in from Deer Lake quite
13 often and we have taken several different routes
14 depending on where we're going. We have taken Division,
15 we take Nevada/Hamilton and we also take Hart Road.

16 We've been quite concerned at how many times
17 Division has been torn up. There has to be a tremendous
18 amount of outlay that has gone into this and yet we're
19 proposing to make another freeway here going through
20 north/south that's going to be a massive amount of money.

21 Where will that end? They're saying it will
22 be X amount of dollars. Will it be just that amount of
23 money? Where will it end?

24 Again, we're talking about a long period of
25 time. What is our traffic going to be like by the time

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